

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

FILE FLF-540(11) Crawford/Peach Counties **OFFICE** Preconstruction
P.I. No. 363130 **DATE** August 10, 1994

FROM *CW Hutto*
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

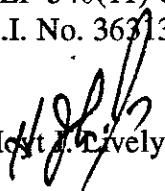
John Lively
Bob Mustin
David Studstil
Herman Griffin
Toni Dunagan
James Kennerly
Darrell Elwell
Marion Waters
Van Etheridge



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540(11) Crawford/Peach Counties **OFFICE** Preconstruction
P.I. No. 363130
DATE July 15, 1994

FROM  Hoyt J. Lively, Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the reconstruction of SR 96 from the east terminus of Project FLF-540(27) easterly along SR 96 to the Fort Valley Bypass for a total of 7.9 km. The bypass currently ties to SR 96 in a "T" intersection, but will be realigned as a continuous movement along the Fall Line Freeway Corridor. The existing major structure is a 32.9 m x 7.3 m bridge over Nakomis Creek with a sufficiency rating of 63.4. The base year traffic (1996) is 4400 VPD and the design year traffic (2016) is 8000 VPD. The posted speed and the design speed is 90 km/h. 4.91 mi

The proposed typical section will provide 4-3.6 m lanes with a 13.4 m depressed-grassed median for the entire project length. The proposed right-of-way is 76 m. The existing roadway will be reconstructed because of substandard vertical alignment for the entire project. The alignment at Nakomis Creek will be relocated approximately 305 m south on new location to reduce the impacts to wetlands. Therefore, the existing bridge will not be utilized. Structures will be as follows: (1) Construct twin 236.2 m x 12.6 m bridges over Nakomis Creek; (2) Construct twin 54.9 m x 12.6 m bridges over the Central of Georgia Railroad to replace an at-grade crossing with 8 trains/day and a hazard index of 2.36. The roadway will remain open to traffic during construction.

Environmental concerns include requiring a COE 404 permit; 4.0 acres of wetlands; an Environmental Assessment will be prepared; 10 displacements - 7 residences, 3 mobile homes; a public hearing will be required; time saving procedures are not appropriate.

Wayne Shackelford

Page 2

July 15, 1994

FLF-540(11) Crawford/Peach Counties

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$15,743,000	\$19,043,000	1998
Rights-of-way	\$1,019,000	\$1,056,000	97-08
Utilities*	LGPA	LGPA	

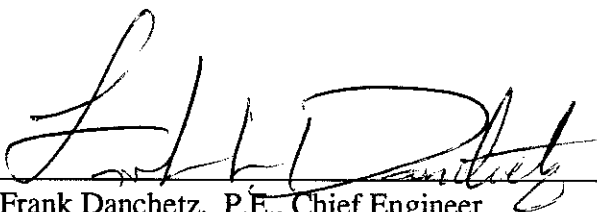
*Crawford and Peach Counties signed LGPA for utilities on 8/8/88.

This project is part of the Governor's Road Improvement Program. I recommend this project concept be approved.

HJL/JDQ/se

Attachment

CONCUR:


Frank Danchetz, P.E., Chief Engineer

APPROVED:


Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED

MAY 31 1994

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540(11) ~~TAYLOR~~ ^{CRAWFORD / PEACH} OFFICE Atlanta, Georgia
P. I. No. 363130 DATE MAY 31, 1994

FROM Bob Mustin, P.E., Project Review Engineer ^{DTM}

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The attached concept report has been reviewed and is considered satisfactory.

The estimated costs for this project are as follows:

Construction	\$	12,400,000 ^{13,010,000}
Inflation	\$	1,240,000 ^{1,201,000}
E & C	\$	1,364,000 ^{1,432,000}
Right of Way	\$	1,019,000 ^{1,019,000}
Reinburseable Utilities	\$?(LGPA)

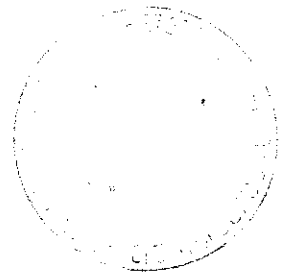
DTM

Attachments

c: David Studstill

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FLF-540(11),
 Crawford/Peach Counties
 P.I. No.: 363130

 OFFICE Environment/Location
 DATE May 26, 1994

FROM *David E. Studstill*
 David E. Studstill, P.E., State Environment/Location Engineer

TO Bobby Mustin, Project Review Engineer - Engineering Services

SUBJECT Concept Report

Attached is the Concept Report for the section of Fall Line Freeway/S.R. 96 from the Flint River to the Fort Valley Bypass.

Please review and process this report in accordance with the Plan Development Process.

A copy of the project concept on aerial photography is attached for your use in reviewing this report. Please forward the photography to Wayne Hutto when you are finished with it.

If you have any questions contact David Adams of this office at 699-4464.

DES/DCA/da

Attachment

cc: C. Wayne Hutto
 Jim Kennerly
 Marion Waters
 Paul Liles
 Van Etheridge/Thomaston District

RECEIVED

D.O.T.66

DEPARTMENT OF TRANSPORTATION JUN 07 1994
STATE OF GEORGIA PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540(11) Crawford / Peach Counties OFFICE Traffic Operations
P.I. No. 363130 Atlanta, Georgia
Fall Line Freeway / SR 96 DATE June 3, 1994

FROM *[Signature]* Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO Bob Mustin, P.E., Project Review Engineer

SUBJECT Project Concept Report

We have reviewed the concept report on the above project for that portion of the Fall Line Freeway / SR 96 beginning at the Flint River extending eastward along SR 96 and ending at the Ft. Valley Bypass / SR 49C. The first two miles of the project are on new location south of the existing SR 96 alignment. The Ft. Valley Bypass / SR 49C intersection with SR 96 will be changed so that the Bypass, which is part of the Fall Line Freeway, becomes the through route.

The proposed concept consist of reconstructing the existing two lanes to four lanes with a 44 ft. depressed median.

We believe the concept provides for safety and operational capacity. Therefore, approval is recommended.

MGW:LEO

Attachment (signature page)

cc: David Studstill, State Environmental / Location Engineer
Van Etheridge, District Engineer - Thomaston
Wayne Hutto, Asst. Director Of Preconstruction
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

FLF-540(11) CRAWFORD/PEACH COUNTIES P.I. NO. 363130

Federal Route No.: F155-1

Date of Report: May 16, 1994

State Route No.: 96

RECOMMENDATION FOR APPROVAL

1/25/94
Date

[Signature]
State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

6/6/94
Date

[Signature]
State Traffic Operations Engineer

Date

District Engineer

Date

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

FLF-540(11)
CRAWFORD/PEACH COUNTIES
P.I. NO. 363130

Federal Route No.: F155-1

Date of Report: May 16, 1994

State Route No.: 96

RECOMMENDATION FOR APPROVAL

5/24/94
Date


State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

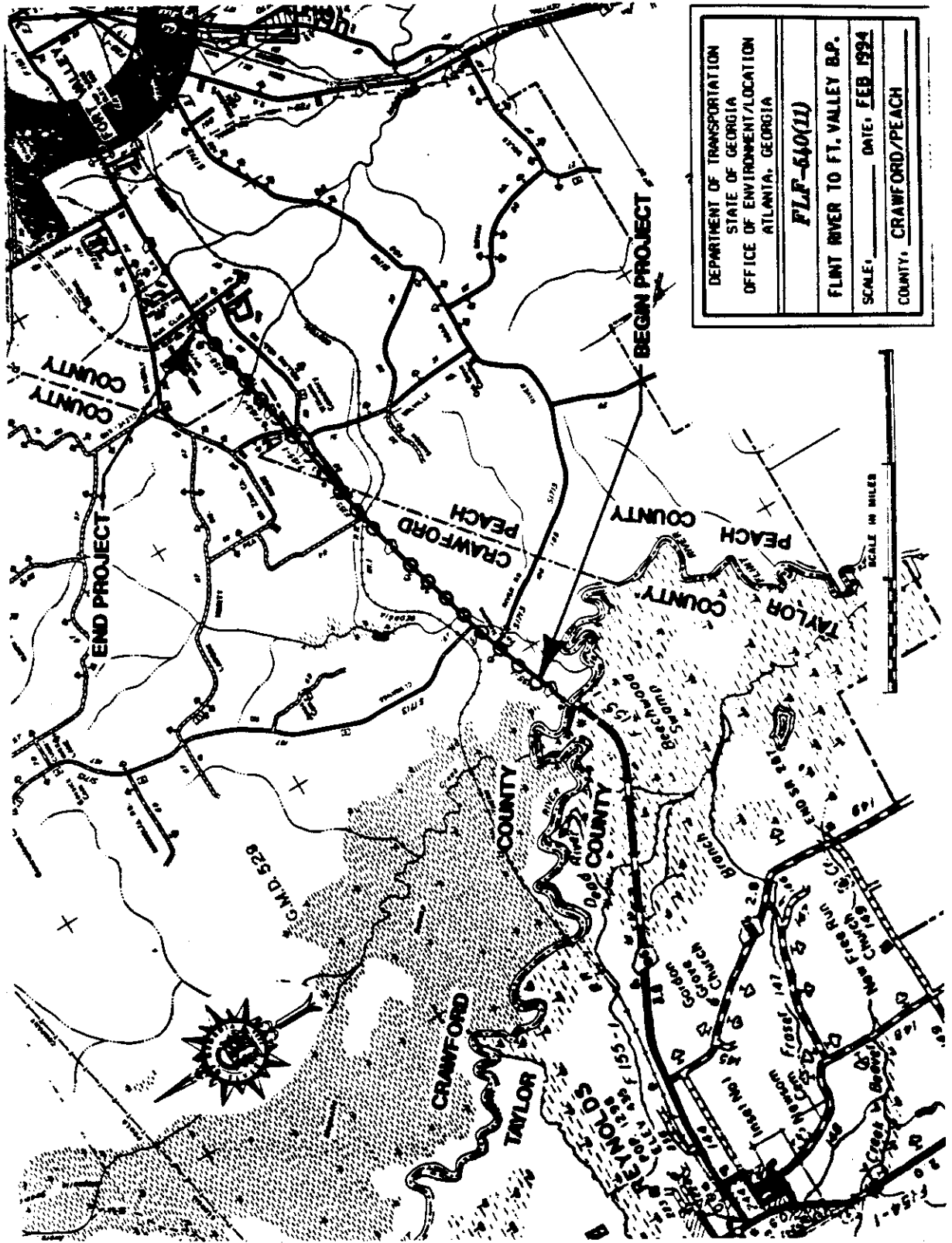
Date

District Engineer

Date

State Bridge & Structural Engineer

PROJECT LOCATION MAP



COORDINATION

CONCEPT TEAM MEETING DATE: MARCH 23, 1994

LOCATION INSPECTION DATE: NONE

PERMITS REQUIRED: C.O.E. 404 (APPROX. 4.0 AC WETLANDS IMPACTED)

LEVEL OF PUBLIC INVOLVEMENT: A PUBLIC HEARING WILL BE HELD

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECTS IN THE AREA: FLF-540(8), TAYLOR; FLF-540(27), TAYLOR/CRAWFORD

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: MAINTAIN EXISTING ONE LANE IN EACH DIRECTION

LEVEL OF ENVIRONMENTAL ANALYSIS: ENVIRONMENTAL ASSESSMENT REPORT

UNDERGROUND STORAGE TANKS: NONE KNOWN OF AT THIS TIME. INVESTIGATION REQUESTED

HAZARDOUS WASTE SITES: NONE KNOWN OF AT THIS TIME. INVESTIGATION REQUESTED

DESIGN VARIATIONS REQUESTED:

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	()	(X)	()
SUBST ROADWAY WIDTH	()	(X)	()
SUBST SHOULDER WIDTH	()	(X)	()
SUBST VERTICAL GRADES	()	(X)	()
SUBST CROSS SLOPES	()	(X)	()
SUBST STOPPING SIGHT DIST	()	(X)	()
SUBST SUPERELEV RATES	()	(X)	()
SUBST HORIZONTAL CLEARANCE	()	(X)	()
SUBST SPEED DESIGN	()	(X)	()
SUBST VERTICAL CLEARANCE	()	(X)	()
SUBST BRIDGE WIDTH	()	(X)	()
SUBST BR STRUCT CAPACITY	()	(X)	()

PROJECT CONCEPT REPORT

PROJECT NUMBER: FLF-540(11)

PROJECT LOCATION AND DESCRIPTION

THE ROADWAY PROJECT BEGINS AT THE EASTERN END OF PROJECT FLF-540(27), AT THE FLINT RIVER, AND EXTENDS EASTERLY ALONG S.R. 96 AND ENDS AT THE FT. VALLEY BYPASS. PORTIONS OF THIS PROJECT ARE IN CRAWFORD AND PEACH COUNTIES FOR A DISTANCE OF 4.9 MILES (7.9 KM).

THE PROPOSED CONCEPT CALLS FOR RECONSTRUCTING THE EXISTING TWO LANES TO FOUR LANES WITH A 44 FT. (13.4 M) DEPRESSED GRASSED MEDIAN.

SEE ATTACHED TEAM MEETING MINUTES FOR A DETAILED DESCRIPTION OF THE PROJECT. ALTERNATIVES "A" WITH "A-1" AND "A-2" ARE THE RECOMMENDATED IN THIS REPORT.

TRAFFIC

CURRENT

YEAR	AADT
1996	4400

PROJECTED

YEAR	AADT
2016	8000

PDP CLASSIFICATION

MAJOR / EXISTING

FUNCTIONAL CLASSIFICATION

RURAL ARTERIAL

NON-CA ()

CA (X)

EXEMPT ()

NEED AND PURPOSE

THIS PORTION OF S.R. 96 IS PART OF THE FALL LINE FREEWAY, A FOUR LANE DIVIDED HIGHWAY PROJECT, IDENTIFIED AS A PART OF THE GOVERNOR'S ROAD IMPROVEMENT PROGRAM. THE FREEWAY CONNECTS COLUMBUS TO AUGUSTA VIA MACON. THE GOVERNOR'S ROAD IMPROVEMENT PROGRAM (GRIP) WAS INITIATED IN THE 1980'S TO ADDRESS THE IMPORTANCE OF STIMULATING ECONOMIC GROWTH VIA AN IMPROVED TRANSPORTATION NETWORK.

THE FALL LINE FREEWAY WILL LINK THE PRINCIPAL ECONOMIC ACTIVITY CENTERS OF COLUMBUS, MACON, AND AUGUSTA WITH A MULTI-LANE INTER-REGIONAL HIGHWAY, WHICH WILL CONNECT WITH I-75 AT MACON. SERVING AS A CATALYST FOR THE DEVELOPMENT OF THE REGION, THE FREEWAY WILL AID IN THE ECONOMIC DEVELOPMENT OF SPARSELY POPULATED RURAL AREAS AND SMALL TOWNS ALONG THE ROUTE. TRAFFIC CARRYING CAPACITY WILL BE INCREASED AND SAFETY AND OPERATIONAL CHARACTERISTICS ALONG THESE SEGMENTS WILL BE IMPROVED.

EXISTING ROADWAY

TYPICAL SECTION:	2-12' (3.6M) LANES W/5' (1.5M) SHLDS RURAL	R/W WIDTH
		100' (30.5M) RURAL
POSTED SPEED	MINIMUM DEGREE OF CURVE	MAX GRADE
55 MPH (88 KPH) RURAL 90	0° 30' (3492.7M RAD.)	8.10%

MAJOR STRUCTURES

PRIORITY RATING	SUFF. RATING	FEATURES INTERSECTED	LENGTH	WIDTH
1135	63.4	NAKOMIS CREEK	108' (32.9M)	23.8' (7.3M)

PROPOSED ROADWAY

TYPICAL SECTION:	4-12' (3.6M) LANES W/44' (13.4M) DEPRESSED-GRASSED MEDIAN RURAL			
DESIGN SPEED	MINIMUM DEGREE OF CURVE		MAX GRADE	
55 MPH (88 KPH) RURAL 90	ALLOWABLE	4° 30' (388.0M RAD.)	ALLOWABLE	4.50%
	PROPOSED	3° 00' (582.2M RAD.)	PROPOSED	4.50%

MAJOR STRUCTURES

FEATURES INTERSECTED	LENGTH	WIDTH
1. NAKOMIS CREEK 2 PARALLEL BRIDGES	753 576 (175.3M)	41.3' (12.6M)
2. CENTRAL OF GEORGIA RAILROAD 2 PARALLEL BRIDGES	180' (54.9M)	41.3' (12.6M) +600,00 + E&C + INFL

PROPOSED RIGHT-OF-WAY

RIGHT-OF-WAY WIDTH	DISPLACEMENTS		
250' (76.2M)	RES.: 7	BUS.: 0	M.H.: 3

TYPE OF ACCESS CONTROL: BY DRIVEWAY PERMIT

ALTERNATIVES CONSIDERED

1. NO BUILD

ESTIMATED COST

CONSTRUCTION:	\$ 12,415,000	RIGHT-OF-WAY:	\$ 1,019,000
E & C (10%):	\$ 1,242,000	ACQUIRED BY:	D.O.T.
INFLATION:	<u>\$ 1,400,000</u>	UTILITIES:	NOT AVAILABLE
(2 yrs at 5% per yr):		ADJUSTED BY:	LGPA*
TOTAL CONST COST:	\$ 15,057,000		

* CRAWFORD AND PEACH COUNTIES SIGNED FOR UTILITIES 8/8/88

COMMENTS

1. IT IS RECOMMENDED TO RELOCATE THE ROADWAY AT NAKOMIS CREEK SOUTH APPROXIMATELY 1000' (304.8M) ON NEW LOCATION. THIS RELOCATION WOULD REDUCE THE IMPACTS TO THE WETLANDS AND REDUCE THE BRIDGE COST. IT IS ALSO RECOMMENDED AS PART OF THE WETLAND MITIGATION PLAN, TO REMOVE THE EXISTING ROADWAY AND FILL MATERIAL FROM THE WETLAND TO PROVIDE APPROXIMATELY 2.3 ACRES OF RESTORED WETLAND.

2. IT IS RECOMMENDED THAT THE FORT VALLEY BYPASS (S.R. 49C) INTERSECTION WITH S.R. 96 BE CHANGED SO THAT THE BYPASS, WHICH IS PART OF THE FALL LINE FREEWAY, BECOMES THE CONTINUOUS MOVEMENT. CURRENTLY THE BYPASS ENDS AT S.R. 96 IN A "T" INTERSECTION. THIS CHANGE WOULD REVERSE THIS INTERSECTION ALLOWING THE FALL LINE FREEWAY TRAFFIC TO CONTINUE WITHOUT STOPPING.

ATTACHMENTS: COST ESTIMATE, TYPICAL SECTIONS, TEAM MEETING MINUTES

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 363130

DATE: 05-12-1994

PROJECT NO: FLF-540(11)

PROJECT NAME: FALL LINE FREEWAY

COUNTY: PEACH/CRAWFORD

PROJECT DESCRIPTION: WIDEN AND RECONSTRUCT SR 96 FROM THE FLINT RIVER TO
THE FORT VALLEY BYPASS

PROJECT LENGTH: 4.900 MILES

SECTION LENGTH: 4.800 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

Minimum R/W = 250 ft

EXISTING ROADWAY (If Applicable): 2 LANES RURAL WITH 5 FT SHLDS.

TRAFFIC:

INITIAL DESIGN YEAR: 1996

DAILY VOLUME (AADT): 4,400

FINAL DESIGN YEAR: 2016

DAILY VOLUME (AADT): 8,000

☐ FEASIBILITY STUDY ☐ PRE-PROGRAMMING PROCESS ☒ PROGRAMMING PROCESS

COMMENTS: 100 % OF THE EXISTING ROADWAY HAS TO BE RECONSTRUCTED BECAUSE OF

SUBSTANDARD VERTICAL ALIGNMENT

PREPARED BY: DCA

PROJECT COSTS

A. RIGHT-OF-WAY

1. PROPERTY (Land and Easements)	\$	0
2. DISPLACEMENTS	\$	0
3. OTHER COST	\$	0

SUBTOTAL \$ 0

B. REIMBURSABLE UTILITIES

1. RAILROAD	\$	0
2. TRANSMISSION LINES	\$	0
3. SERVICES	\$	0

SUBTOTAL \$ 0

C. MAJOR STRUCTURES

1. WALLS	\$	0
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2. BRIDGE STREAM CROSSING

2- 575 ft x 41.3 ft OVER NAKOMIS CREEK	\$	2,495,000
2- 755		1,900,000

3. BRIDGE OVER/UNDERPASS

2-180 ft x 41.3 ft OVER C of G RR	\$	729,000
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4. BOX CULVERTS

SINGLE 7 x 5 x 300 ft 35 ft FILL BOX CULVERT	\$	100,000
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SUBTOTAL \$ ~~2,729,000~~ ^{#3,324,000}

D. GRADING AND DRAINAGE

1. EARTHWORK

a. UNCLASSIFIED EXCAVATION SOIL	\$	1,955,000
977,500 CY @ \$2.00		
b. UNCLASSIFIED EXCAVATION ROCK	\$	0
0 CY @ \$4.00		
c. BORROW EXCAVATION	\$	0
0 CY @ \$3.00		

2. DRAINAGE

a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM)	\$	394,000
4.800 MILES @ \$82,080		
b. CURB AND GUTTER	\$	0
0 LF @ \$7.64		

SUBTOTAL \$ 2,349,000

PROJECT COSTS

cont.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	\$ 1,314,000
12.00" -- 108,486 T @ \$12.00	
2. ASPHALT PAVING	
a. ASPHALTIC CONCRETE "E"	\$ 466,000
1.50" -- 14,573 T @ \$32.00	
b. ASPHALTIC CONCRETE "B"	\$ 622,000
2.00" -- 19,430 T @ \$32.00	
c. ASPHALTIC CONCRETE BASE	\$ 1,492,000
6.00" -- 46,633 T @ \$32.00	
d. BITUMINOUS TACK COAT	\$ 13,000
18,098 G @ \$0.72	
3. CONCRETE PAVING	\$ 0
4. OTHER PAVING	\$ 1,229,000

SUBTOTAL \$ 5,136,000

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$ 30,000
2. CLEARING AND GRUBBING	\$ 684,000
145 ACRES @ \$4,700	
3. LANDSCAPING	\$ 245,000
4.800 MILES @ \$51,000	
4. EROSION CONTROL	\$ 230,000
4.800 MILES @ \$48,000	
5. DETOURS (INCL. TEMP. BRIDGES)	\$ 0

SUBTOTAL \$ 1,189,000

G. MISCELLANEOUS

1. SIGNING/STRIPING	\$ 178,000
4.800 MILES @ \$37,000	
2. GUARDRAIL	\$ 61,000
5,500 LF @ \$9.15 + 14 Anchors @ \$774.78	
3. OTHER	\$ 773,000
4.800 MILES @ \$161,100	

SUBTOTAL \$ 1,012,000

H. SPECIAL FEATURES

\$ 0

ESTIMATE SUMMARY

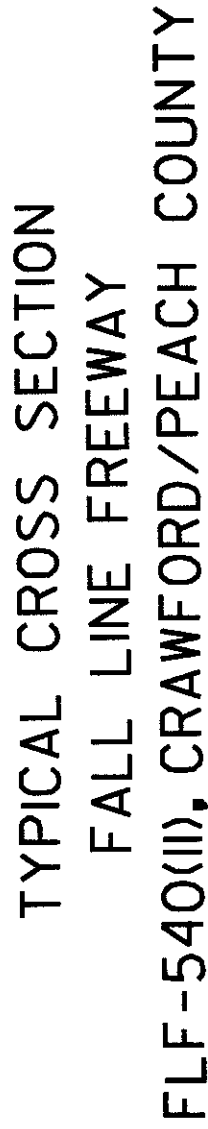
			SECTION COST (per mile)
A. RIGHT-OF-WAY.....	\$	0	\$ 0
B. REIMBURSABLE UTILITIES.....	\$	0	\$ 0

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES.....	\$	2,729,000	
		<u>\$3,324,000</u>	
D. GRADING AND DRAINAGE.....	\$	2,349,000	
E. BASE AND PAVING.....	\$	5,136,000	
F. LUMP ITEMS.....	\$	1,189,000	
G. MISCELLANEOUS.....	\$	1,012,000	
H. SPECIAL FEATURES.....	\$	0	
SUBTOTAL CONSTRUCTION COST.....	\$	12,415,000	\$ 2,586,000
		<u>13,010,000</u>	
E. & C. (10%).....	\$	1,242,000	
		<u>1,301,000</u>	
INFLATION...2 yr(s) @ 5% per year	\$	1,400,000	
		<u>1,432,000</u>	
TOTAL CONSTRUCTION COST.....	\$	15,057,000	\$ 3,137,000
		<u>15,743,000</u>	

GRAND TOTAL CONSTRUCTION COST \$ 15,057,000 \$ 3,137,000

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)



NOT TO SCALE

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. Nos.: 363140 & 363130 **OFFICE Environment/Location**
FLF-540(8) & (11)
Taylor/Crawford/Peach Counties

DATE March 24, 1994

FROM 
David C. Adams, T.E. II

TO See Distribution Below

SUBJECT Concept Team Meeting Minutes:
Fall Line Freeway (SR 96) between Butler and Fort Valley.

On March 23, 1994 a concept team meeting was held for the widening and reconstruction of SR 96 between the Butler Bypass and the Fort Valley Bypass. The meeting was held at the District Office in Thomaston. Attending the meeting were:

City of Reynolds - Julian Knight, Mayor,
Taylor County - Lenda K. Taunton, Lawrence Short,
Fred Jarrell, Steve Brown
Peach County - Marcia Willis, Jerry Bryan
Norfolk Southern Railway - Winston Cook
Georgia Power - Jimmy Culpepper, Don Martin, Craig Walker,
Billy Rolison
Southern Bell - Milton Appling
P.S.T.C. & Flint CATV - John Emrick
Flint E.M.C. - James Hartley
Bell South - Scott Moore
Ft. Valley Utility Comm. - John Harmon
Post, Buckley, Schuh & Jernigan - Henry Borovich
DOT
District - Hilman Pitts, Joe Leoni, David Millen,
Gene Goins
Road Design - Ron Braziel, Jim Graybeal, Rick Saunders
Preconstruction - Wayne Hutto
Programming - Reba P. Scott
Environment/Location - Jerry Hobbs, Kathy Norton,
David Adams

The meeting was opened by Jerry Hobbs who gave a brief description of the two projects to be discussed at this meeting. The projects were then described in detailed by David Adams using aerial photographic displays.

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March 24, 1994

FLF-540(8)&(11), Taylor/Crawford/Peach Cos.

P.I. No.: 363140 & 363130

Concept Team Meeting Minutes

PROJECT DESCRIPTION

FLF-540(8), Taylor County

Begins at the east end of the Butler Bypass and ends at the west end of Project FLF-540(27) east of Reynolds. The existing two lane roadway would be widened and reconstructed to a four lane rural typical section with a 44 ft. grassed median from the Butler Bypass to Reynolds. Minimum rights-of-way proposed is 250 feet. Through Reynolds the typical section would be four lanes with a 20 ft. raised median on a minimum proposed rights-of-way of 88 feet. This would be an urban section with curb and gutter. A short section of new location would be required in Reynolds from Robin Hood Rd. to Marion St. at Sumter St. to remove the existing "jog" in the SR 96 alignment in the center of Reynolds. From the east city limits of Reynolds to the end of the project the typical section would again be a rural four lane with a 44 ft. grassed median.

FLF-540(11), Crawford/Peach Counties

Begins at the east end of Project FLF-540(27) just east of the Flint River and ends at the Fort Valley Bypass SR 49C.

Alternative "A": The existing two lane roadway would be reconstructed to a four lane rural typical section with a 44 ft. grassed median. Minimum rights-of-way proposed is 250 feet. This alternative would leave the existing intersection at the Ft. Valley Bypass as is.

Alternative "A-1": This alternative would construct on new location, south of the existing SR 96, a four lane rural typical section with a 44 ft. grassed median from the beginning of the project approximately two miles. Returning to the existing SR 96 near the Central of Georgia Railway. Minimum rights-of-way proposed is 250 feet. This alternative should have fewer wetland impacts and have less earthwork cost.

Alternative "A-2": This alternative would change the Ft. Valley Bypass tie-in so that the bypass would be the continuous movement. Currently the Ft. Valley Bypass, which is part of The Fall Line Freeway, ends at SR 96 in a "T" intersection. This alternative would reverse this intersection allowing the Fall Line Freeway traffic to continue without stopping.

The projects were thoroughly described and the following comments and recommendation were made:

Local Officials: The mayor of Reynolds was concerned about the limited number of median openings in Reynolds, especially the lack of an opening at Macon St. He wanted to know if the spacing could be less. He also asked if a five lane section could be considered instead of the raised median. The mayor was also wanted to know about a one-way pair alternative. He said that a planned communications tower would be in the way of the possible

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March 24, 1994

FLF-540(8)&(11), Taylor/Crawford/Peach Cos.

P.I. No.: 363140 & 363130

Concept Team Meeting Minutes

west bound lanes if a one-way pair alternative were to be considered later. The mayor was also concerned about the existing utilities in the current roadway. The mayor basically liked the route as proposed and wanted to know when the plans would be "set in concrete."

It was explained to the mayor that our minimum spacing for median cross-overs in urban areas is 660 ft. Since Macon St. is closer than 660 ft to the intersection of SR 128, where a cross-over is required, a median cross-over at Macon St. would have to be approved by the State Highway Engineer. The current policy regarding flush median sections on the G.R.I.P. system was explained to the mayor. The mayor was told that a one-way pair alternative is not being considered at this time. The mayor was told by Gene Goins that if the utilities are not disturbed during construction, that they can remain in the roadway. The project schedule was explained to the mayor by Reba Scott and Ron Braziel. Ron expects to have the design "set in concrete" by the summer of 1995.

Taylor County officials were concerned that a new road under construction just west of Reynolds did not have a median cross-over. This road would serve the newly constructed cotton mill.

This new road is approximately 1200 ft. from the nearest cross-over. Ron Braziel stated that the design office would try to work out a cross-over at this location by using the urban cross-over spacing of 660 ft. since it is only about a half mile from Reynolds.

Road Design: Ron Braziel said he agreed with Location's recommendation to construct on new location at the Nakomis Creek wetland, bridging the railroad, and changing the intersection with Ft. Valley Bypass, all on FLF-540(11). He stated that if we go on new location near the wetland that access to private property would have to be maintained somehow. He recognized that a private air field would be affected at the intersection of Ft. Valley Bypass.

Jim Graybeal asked the locals if CR 64, near the railroad crossing, could be closed.

This county road is in Crawford County which was not represented.

District: Joe Leoni wanted to know if the relocation near the beginning of FLF-540(11) was just to minimize impacts to the Nakomis Creek wetlands.

It was explained to him that the relocation would reduce the impacts to the wetlands, reduce the earthwork requirements to get up the hill just east of the creek and to make staging of construction activities easier.

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March 24, 1994

FLF-540(8)&(11), Taylor/Crawford/Peach Cos.

P.I. No.: 363140 & 363130

Concept Team Meeting Minutes

EAB: Kathy Norton wanted to know if a five lane section through Reynolds could be considered.

The department's policy regarding flush medians on G.R.I.P. system routes was again explained.

Henry Borovich, environmental consultant, stated that wetland delineation would be available in about two weeks.

Federal Resource Agencies: Not represented.

Regional Development Centers: Not represented.

D.O.T. Planning: Not represented.

D.O.T. R/W: No comments.

D.O.T. Utilities: Gene Goins asked that a reproducible set of plans be sent to him. Ron Braziel asked the mayor of Reynolds to notify him early of any changes to existing utilities.

Other Utilities: John Emrick of Public Service Telephone Co. informed us that his company is planning a new facility on the block between Macon St. and SR 128. Demolition of the current structures is underway. He gave us a name and phone number where preliminary plans of this facility could be obtained.

D.O.T. Traffic Operations: Not represented.

D.O.T. Engineering Services: Not represented.

D.O.T. Preconstruction: Wayne Hutto stated that he though a Public Hearing would be required for both of these projects, and that a Public Information Meeting would definitely be required.

D.O.T. Materials and Research: Not represented.

D.O.T. Maintenance: Not represented.

D.O.T. Programming: Reba Scott stated that construction is scheduled for FY 98 but, that depend on available funding.

D.O.T. Engineering Management Group: Represented by the District Location Engineer: David Millen. David stated that the mapping for these projects is on file and the cross-sections have been redone.

F.H.W.A.: Not represented.

DEPARTMENT OF TRANSPORTATION RECEIVED
STATE OF GEORGIA JUN 08 1994

INTERDEPARTMENT CORRESPONDENCE

PRECONSTRUCTION

FILE FLF-540(11) ~~Taylor~~ *CRAWFORD/PEACH*,
P.I. No. 363130 OFFICE Thomaston
DATE June 7, 1994

FROM D. V. Etheridge, P.E., District Engineer

TO Bobby Mustin, P.E., Project Review Engineer

SUBJECT CONCEPT REPORT REVIEW

We have reviewed the concept report on the above project and concur with the recommendation for approval.

Attached for your further processing is the concept report cover sheet which has been signed by the District Engineer.

JAL:VS
Attachment
c: Wayne Hutto
David Studstill

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March 24, 1994

FLF-540(8)&(11), Taylor/Crawford/Peach Cos.

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Concept Team Meeting Minutes

Assignments:

1. The Office of Rights-of-Way is requested to provide a preliminary cost estimate.
2. The Location Office is requested to provide the District Utilities Office with a reproducible set of plans.
3. The District Utilities Office is requested to provide a preliminary cost estimate.
4. The District is requested to investigate both projects for U.S.T. and Hazardous Waste Sites.
5. The Location Office will request a set of plans from the Public Service Telephone Co. for their planned facility.
6. P.B.S. & J. is requested to provide to the Location Office as soon as possible wetland delineations.

DCA/da

Distribution: C. Wayne Hutto
Ronald Collins/Attn: Melvin Collins
Herman Griffin
Van Etheridge/Thomaston
Toni Dunagan
Jim Kennerly
Paul Liles
Marion Waters
Bobby Mustin
Dudley Ellis
Don Welch
Larry Seabrook
Jayne Maxwell
Jim Schell
Wink Kirk